

# LINCOLN CORRIDOR TASK FORCE

## GENERAL INFORMATION

### GOALS AND OBJECTIVES

The Lincoln Corridor Task Force (LCTF), including representatives from the County of Los Angeles, Caltrans, the Cities of Culver City, Los Angeles and Santa Monica, was formed to join these agencies in an effort to address the increasing congestion along a five-mile stretch of Lincoln Boulevard between Manchester Avenue and the Santa Monica (I-10) Freeway and to determine the long-term transportation needs of the corridor. The California Coastal Commission, MTA and SCAG are also represented in the LCTF as ex-officio members providing technical review and comment on consultant work products and LCTF discussions.

The main goals and objectives of the Lincoln Corridor Task Force are:

1. to identify goals, objectives and vision of the various jurisdictions for the corridor.
2. to establish a transportation improvement plan for Lincoln Boulevard in a multi-jurisdictional environment which uniquely balances capacity enhancing measures, corridor aesthetics, urban design components and multi-modal objectives.
3. to identify a set of technically feasible transportation enhancements established by consensus of the LCTF agencies with input from affected businesses, residents and stakeholders.
4. to identify a mechanism to pool financial resources to implement mutually agreed upon set of preferred alternatives.

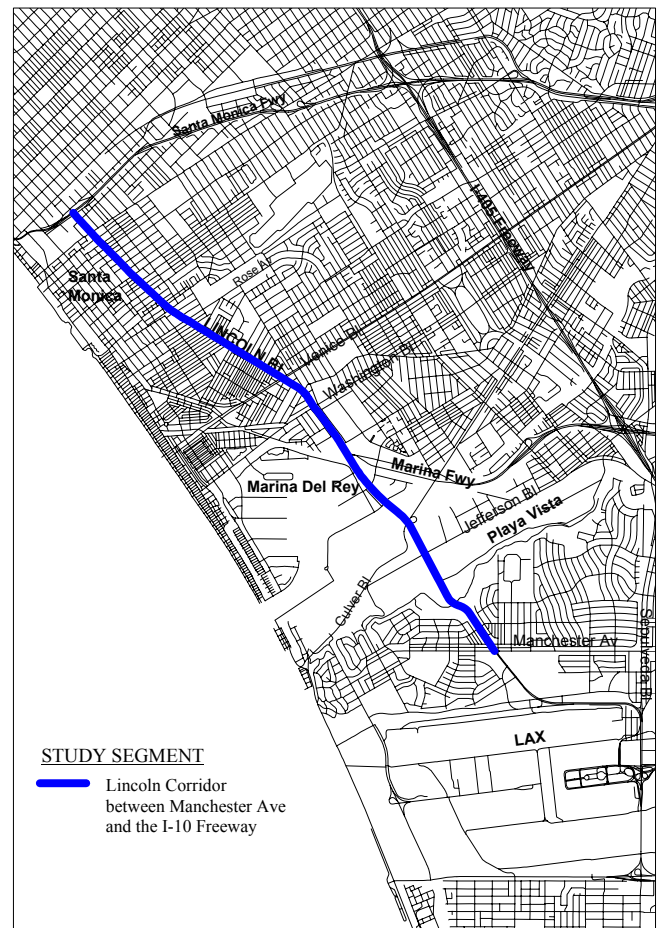
### HISTORY

The agencies began meeting in 1998 to discuss potential solutions for dealing with the traffic congestion along the Lincoln Corridor. In October 1998, the City of Los Angeles became the lead agency and the committee was officially named the LCTF by the agencies. During 1999 and 2000, the LCTF met monthly to prepare an

Interagency Agreement, to draft a Scope of Work, to establish a budget for the study, and to apply for grants to fund the study. In August 2000, the Interagency Agreement was signed and executed, which defined the roles and financial obligations of the agencies in the preparation of the first phase study. SCAG, as the contract management agency, released a Request for Proposals in September 2001 to hire a consultant to prepare the first phase of the Lincoln Boulevard Improvement Study. A consultant team was selected in February 2002, and a contract between SCAG and the consultant was executed in May 2002.

### STUDY AREA

Lincoln Boulevard is a State Route (SR 1) and a



CMP facility that has suffered increasing congestion due to the continued growth in traffic along the corridor. This north-south major highway provides four to six travel lanes within the study area and connects the Central Business District (CBD) in

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Santa Monica to the Los Angeles International Airport and provides major coastal access to several westside beach communities, as well as access to a host of other regional activity centers.



LINCOLN BL @ WASHINGTON BL FACING SOUTH

Caltrans' "1999 Traffic Volumes" booklet indicates that the average daily traffic (ADT) along this 5-mile stretch of Lincoln Boulevard was as high as 64,000 vehicles. According to Caltrans, numerous intersections along the corridor operate at unsatisfactory levels-of-service of E and F. These congestion levels are expected to worsen with the construction of some large development projects planned and proposed for the westside. Over the years, local traffic mitigation measures have been constructed in a fragmented and disjointed fashion with limited implementation of significant, long-term, and regional traffic enhancement measures that benefit the multitude of jurisdictions that Lincoln Boulevard serves. Although some of the agencies have individual mechanisms to collect traffic mitigation fees from development projects, there is no collective mechanism for pooling these financial resources to construct a mutually agreed upon set of improvements for the corridor.

#### LINCOLN CORRIDOR IMPROVEMENT STUDY

Phase 1: An outside consultant has been hired to perform the first phase of the transportation study.

The focus of the first phase study is to initially examine a wide range of possible transportation/urban enhancement solutions for the corridor. Based on physical, environmental, financial and political constraints, and with input from affected stakeholders, any flawed improvements will be dismissed early on in the process. This would narrow the field of improvement options to alternatives that are worthy of further detailed analysis in the second phase study. Also, by employing an objective ranking system, the field of improvement options will be further narrowed and prioritized, then forwarded to the LCTF for approval and adoption. The study period is anticipated to be about twelve months and should be completed by Summer 2003.

Phase 2: Once the first phase has been completed, the next study phase will include a more detailed and quantitative analysis of the preferred set of improvements identified in the Conceptual Corridor Alternatives Study. Engineering and feasibility analyses will be conducted to estimate the potential impacts of the proposed improvements. Also, this phase will include cost estimates and benefit-to-cost ratios. The results of this second and final phase will be a final set of urban design and traffic-flow enhancements, along with an identified funding mechanism to pay for the implementation of the improvements. A new or amended Interagency Agreement will be required for the second phase study.

#### COMMITTEES

Lincoln Corridor Task Force: The LCTF, which is the decision-making body, will ultimately approve the release of the Request for Proposals, selection of the consultant team, and adoption of the final list of proposed transportation enhancements. In making their decisions, the LCTF will consider public comments, the TAC's recommendations, and the results of the study. Pursuant to the Brown Act, all meetings will be open to the public.

Technical Advisory Committee: This committee includes technical staff from the agencies of the LCTF. The role of this advisory group is to provide technical assistance to the consultant team in the

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development of the corridor study. The TAC serves as the advisory body to the LCTF, which ultimately is the decision-making body. The TAC will meet on a monthly basis and, pursuant to the Brown Act, all meetings will be open to the public.

Citizen Advisory Committee: To ensure public participation during the development of the Conceptual Corridor Alternatives Study, it is essential that information regarding key milestones of the study be made available to the neighboring homeowner and business associations. A Citizen Advisory Committee (CAC) made up of key stakeholders has been developed. The main purpose of the CAC will be to provide feedback to the consultant team hired to complete the study and to serve as a communications conduit by providing feedback and disseminating information about the study to members of their organizations. The Los Angeles County, and the Cities of Culver City, Los Angeles and Santa Monica have selected representatives from within their jurisdiction to serve in the CAC.